

Message Text

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ACTION AF-18

INFO OCT-01 ADP-00 EB-11 AID-20 COME-00 INT-08 TRSE-00

OMB-01 CIAE-00 DODE-00 INR-10 NSAE-00 PA-03 RSC-01

USIA-12 PRS-01 RSR-01 /087 W
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R 250945 Z MAY 73

FM AMEMBASSY LUSAKA

TO SECSTATE WASHDC 8920

INFO AMEMBASSY DAR ES SALAAM

AMEMBASSY NAIROBI

C O N F I D E N T I A L LUSAKA 959

E. O. 11652: XGDS-1

TAGS: ETRN, ZA, TZ, CG

SUBJ: ZAMTAN ROAD SERVICES OPERATIONS

REF: (A) LUSAKA A-58, 18 MAY 1973; (B) LUSAKA 723

1. SUMMARY. ZAMTAN ROAD SERVICES HAULING NEAR CAPACITY (30,000 TONS/ MONTH COPPER EXPORTS, 23 - 26,000 TONS MONTH IMPORTS)

AND MEETING CURRENT NEEDS ON EAST AFRICA RUN WITH SMALL MARGIN FOR ROUTINE MAINTENANCE. VEHICLE BREAKDOWN RATE NOW VERY LOW. SPARE PARTS NO PROBLEM. DAR PORT PAPERWORK STILL CAUSING DELAYS. ANTICIPATED IMPORT UPTURN GETTING UNDERWAY WILL REQUIRE MORE TRUCKS ABOUT AUG. BIGGEST TAW LEASING PROBLEMS WILL BE CARGO ADMINISTRATION AND DRIVER TRAINING. ZAMTAN UNLIKELY BE

GIVEN ADMINISTRATIVE FUNCTION. SOME EXPERIENCED DRIVERS MAY BE AVAILABLE TO TAW NEXT FEW MONTHS FROM DEFUNCT HAULING FIRMS. END SUMMARY.

2. FOLLOWING PROVIDED BY ZAMTAN NORTH DIVISION MGR JHALA WHO IN PRESENT JOB SINCE 1969 AND HAS EXTENSIVE PRIOR TRANSPORT EXPERIENCE, INCLUDING APPROX SEVEN YEARS AT DAR BEGINNING 1959. DETAILED MEMCON BEING POUCHED (LUSAKA A-65, 25 MAY 1973).

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3. ZAMTAN NOW RUNNING NEAR CAPACITY FOR EAST AFRICA RUN WITH 5-7 PERCENT RESERVE TAKEN UP BY ROUTINE MAINTENANCE. CARRYING 26,000 TONS/ MONTH COPPER TO DAR, 4,000 T/M COPPER TO MOMBASA. RETURN LOADS BETWEEN 18-20,000 FROM DAR; 5-6,000 FROM MOMBASA. TRUCKS (530 ZAMTAN, ABOUT 500 SUBCONTRACTORS) FULL BOTH WAYS; TONNAGE DIFFERENCE REPRESENTS VARIATION IN CUBIC SIZE CARGO. STREAMLINED OPERATING PROCEDURES HAVE GIVEN ZAMTAN EXTRA CAPACITY AND THIS AUGMENTED BY GREATLY- REDUCED BREAKDOWN RATE. ZAMTAN OVERSTOCKED ON SPARE PARTS; NO DIFFICULTIES EXPECTED THIS AREA NEXT 6-12 MONTHS.

4. JHALA VERY INTERESTED IN TAW LEASE, BUT UNINFORMED ON DETAILS. SAID ZAMTAN CAN NOW HANDLE ENTIRE IMPORT/ EXPORT LOAD, BUT FUTURE INCREASE EXPECTED WILL REQUIRE MORE TRUCKS BEGINNING LATE AUG 1973. COPPERBELT INDUSTRIES/ IMPORTERS SUFFERING SHORTAGES NOW, BUT GRZ HAS ALREADY BEGUN EASE IMPORT RESTRICTIONS AND ORDERS NOW GOING OUT. RHODESIAN BLOCKADE CAUGHT ZAMBIA IN NORMAL NOVEMBER- MARCH IMPORT LULL. EXISTING SHORTAGES ARE GRZ' S OWN MAKING; NORMAL JUNE- OCTOBER BUSY PERIOD SHOULD START LATER AND BE MORE ACTIVE THAN USUAL.

5. DOCUMENTATION STILL A PROBLEM AT DAR PORT. ACCORDING JHALA, ZAIRE CARGO CLEARED ON BASIS ORIGINAL BILL OF LADING AND TRANSSHIPPED FOR FORWARDING ALMOST IMMEDIATELY, WHILE ZAMBIA FREIGHT MUST GO THROUGH COMPLICATED CUSTOMS PROCEDURES. JHALA SUGGESTED CHANGES OVER YEAR AGO ON DAR VISIT BUT MET COLD RECEPTION.

6. BIGGEST DIFFICULTIES TAW FACES ARE CARGO ADMINISTRATION PLUS FINDING/ TRAINING QUALIFIED DRIVERS. ZAMTAN DRIVER TRAINING EXPERIENCE SHOWS RAW RECRUITS NEED 6-8 MONTHS INSTRUCTION PLUS SIX WEEKS DRIVING ON ROUTE. SHORTCUTTING THIS PERIOD WITH NOVICES WOULD COST MANY TRUCKS, HOWEVER TAW MAY BE ABLE HIRE EXPERIENCED DRIVERS FROM COMPANIES GOING OUT OF BUSINESS -- ABOUT 150 MAY BE AVAILABLE NEXT FEW MONTHS -- AND QUALIFY THEM WITH REFRESHER COURSE ON NEW EQUIPMENT. THOUGHT GRZ WOULD NOT RPT NOT ASK ZAMTAN HANDLE ADMINISTRATIVE JOB, DESPITE CAPACITY TO DO SO, BECAUSE " OWNERSHIP PROBLEMS" WOULD MAKE IT TOO COSTLY FOR GRZ. NELSON

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